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TS AUTH. REASON(S) DATE: February 3, 1967
EXCISE EXISTING MARKINGS

SUBJECT : CIVAIR: Alitalia and the Bilateral Negotiations

REF :

ECR

AN-Reinhardt 2/8/67

Giorgio Lourier, in the January 26 Il Globo, has an article that probably reflects Alitalia's views on the forthcoming bilateral negotiations. Lourier's prose is even more convoluted than usual and does not lend itself to comprehension, much less to translation. However, the following points may be of interest:

1) Alitalia would like to connect, through the US, with its present Far Eastern services to Australia and Tokyo. It also would like a closed-circuit route connecting Europe with North and South America.

2) However, Alitalia is prevented, by US restrictions, from completing either the round-the-world route (in spite of favorable prospects in New Zealand and the Philippines as well as for rights beyond Japan eastward) or the North-South American circle (because of the impossibility of obtaining a route between New York and Mexico, and the necessity to reach inter-governmental agreements with some South American countries.)

3) The new agreement should provide an equitable balance of capacity offered, no matter what the primary origin or the ultimate destination of the traffic carried. Such an agreement in principle presupposes the determination both of flight frequencies and of capacity limits of the aircraft employed, "which would be, of course, subject to review whenever new conditions arose that affect commercial air traffic."

4) The article also includes a totally unjustified complaint about Alitalia being more restricted than the American airlines on intermediate points and goes on to make familiar comparisons of 66 weekly American flights against 37 Italian flights, and of Air France, Lufthansa, and Alitalia routes to and through the US.

REINHARDT

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